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BIRTHS.
On the 5th January, at Paik Panjang, Straits,
the wife of H. LALLEMONT, of a daughter.
On the 9th January, at the "Mansie" Cavenagh
Road, Singapore, the wife of Rev. S. S. WALKER,
M.A., of a son.

MARRIAGE.
On the 3rd January, at Penang, Dr. JAMES
EMILE SMITH, Assistant Surgeon, to ALICE WARD,
second daughter of A. A. McINTYRE.

DEATH.
On the 10th January, at his residence, at
Walkersway, Malabar Hill, Bombay, VALERIANUS
BALMOORHARRIS, one of the partners in the firm
of Abdoolilly Ebrahim & Co. (By wire.) 308

The Daily Press.

HONGKONG OFFICE: 14, DES VOGES ROAD, U.I.
LONDON OFFICE: 181, FLEET STREET, E.C.

HONGKONG, 20th January, 1903.

The subject of Chinese immigration is at
the present day one of much interest in
many widely separated parts of the world.
The general tendency among governments
of European origin seems now to be in
favour of checking such immigration entirely
or of reducing it within the most narrow
limits possible. In a certain number of
British colonies, however, the influx of
Chinese is not only not restricted but is
even very strongly encouraged. In some
German and French possessions, too, efforts
are being made to induce the Chinese
labourer to settle temporarily at least. The
arguments for and against the Chinese
immigrant have been repeated perhaps ad
nauseam; but it will generally be found
that, except in cases where he is discussing
the question from a vague general point
of view, based on other people's observations,
the personal interests of the writer or
speaker entirely colour his expressed
opinion. Thus we get diametrically opposed
attitudes toward the Chinese immigrant in
British North Borneo, say, and on the
Pacific Coast. In few places, perhaps, has
the advent of the Chinese workman been
attended with more successful results than
in the Federated Malay States. This fact
gives additional interest to the remarks on
the subject in a paper read recently before
the Colonial Institute by Mr. HUGH

CLIFFORD, C.M.G., whose knowledge of
what he is writing about none can dispute.
The census of the Malay States was taken
last in 1901, when the total number of
inhabitants was found to be 678,595. Of
these the Chinese amounted to 299,739—
roughly 148,500 in Penak, 108,500 in
Selangor, and 41,500 in the Negri Sembilan
and Pahang. "Now, this," says Mr.
CLIFFORD, "is a fact with which those who
"know the conditions of the Peninsula, and
"those who above everything are anxious
"for the welfare of the Malaya, need find
"no cause for quarrel." He continues:
"In any country inhabited by a race which
"is unable or unwilling to perform the work
"necessary to the well-being of the com-
"munity, the Chinese immigrant must be
"welcomed with open arms, and it is not
"too much to say that but for him the
"success which has attended the work of
"British administration in the Peninsula
"could never have been achieved. He has
"been from the beginning the muscle and
"sinew of the community, and also, in no
"small degree, its brains as well. For
"every one commercial enterprise which
"owes its success to the initiative of the
"European in the Peninsula there are
"hundreds which have been organised,
"financed, and managed entirely by China-
"men, and the Federated Malay States owe
"an incalculable debt to the courage, persis-
"tency and ability of their Chinese citizens." Praise of the Chinese immigrant could
hardly go further, and those who oppose
the admission of the Chinese to the Philip-
pines would do well to listen to the words
of one so experienced as Mr. CLIFFORD.
Countries where the natives are willing and
able to perform the work necessary to the
well-being of the community, it will be
noted, are not referred to by him, and
therefore the cases of Australia, British
Columbia, the United States, and the Rand
are affected by the argument. It must not
be imagined, however, that Mr. CLIFFORD
regards the presence of the Chinese in
Malaya under present conditions with un-
mixed complacency. Like practically all
who have previously admired the excellent
qualities of the Chinese immigrant into
foreign lands, he deprecates the wholly dis-
proportionate preponderance of males among
them and the very small number of children,
the regular remittance of large sums of
money from the labourers' earnings to
China, and the impermanence of the
Chinese population generally. There are
ten males to one female and twenty-two
adults to one child under fifteen years
among the Chinese in the Malay States.
Almost every Chinaman there has parents
or other aged people to whom he sends
money annually, and he generally returns
home when he has become successful. The
Chinaman as a rule does not want to
bring his wife or family to the Peninsula,
so that state-aided immigration of Chinese
women and children does not provide a
remedy. Two Malay States, therefore, have
to face the fact that their Chinese popula-
tion is one which has only an imperceptible
natural increase, that it is kept up or
increases solely by excess of immigration over
emigration, and that should anything occur
to interfere with the supply of immigrants
much of the commercial enterprise of the
Peninsula would become paralysed. "So
"far," says Mr. CLIFFORD, "the stream of
"Chinese immigration has flowed with
"hardly an interruption, but as a set-off
"against it the counter-stream of China-
"men returning to their homes must be
"borne in mind, and it must further be
"remembered that this counter-stream is
"largely composed of those who have been
"most successful in the Peninsula—the
"men, in fact, who are most highly
"endowed, and whom it is most to our
"disadvantage to lose." In view of the
fact that the British Government is power-
less, from the circumstances of the case, to
control the emigration of the Chinese
settlers, and of the need of far more labour
in the Malay States Mr. CLIFFORD counsels
the looking to India for a far greater
supply. This of course, it is well
known, has already been done, and
great efforts have been made to induce
Indian labourers to immigrate into the
Peninsula—without much success, though
the reasons of this are hard to explain. Mr.
CLIFFORD holds that the Indian Govern-
ment is partly to blame. The difficulties in
the way, he says, must indeed be of an
insuperable character if they are sufficient
to prevent a Government such as that of
British India from even examining them
with a view to their evasion, more especially
when a pressure so strong as that supplied
by frequent famines would seem to urge the
advisability of immediate and energetic
action. It is not claimed that the Indian
immigrant can compete with the Chinese;
but being a useful agricultural labourer
and comparatively free from that love of
speculation which leads the Chinaman to
desert other employment for the chances of
the mines, he will, it is hoped, be induced
to settle in the Malay Peninsula. The fact
remains that at present he does not so settle;
to any appreciable extent, and the Chinaman,
the harder worker, comes and goes
away again.

The members of the German Club were "at
home" in their new buildings between 4 and
7 p.m. yesterday to all members of the Hong-
kong Club.

Beside the one fatal Chinese plague case,
the only case of communicable disease reported
in the Colony last week was one of enteric
fever (Chinese), fatal.

News has been received of the death from
small pox, on the 10th inst., of Messrs. Butter-
field and Swire's agent at Nanking, Mr. H. E.
Meade, aged 27 years.

The visitors to the City Hall Library and
Museum for the week ending 13th January
were 293 non-Chinese and 87 Chinese to the
former, and 58 non-Chinese and 2,926 Chinese
to the latter institution.

The protest of the Japanese Minister to
Seoul against the reinstatement of Ye Yong-yik
as Director of the Board of Imperial Estates
has been withdrawn, the Korean Government
having given explanations.

In a football match in the second round of
the Shanghai Challenge Cup between the
Municipal Police and the Y.M.C.A., the former
scored 1-0 in the first half. Early in the
second half the Police left back struck one of
his opponents in the face and was ordered off
the field. Nevertheless the Police won by 2-1.

Viceroy Chang Chih-tung, according to a
Peking telegram of the 2nd inst., has advised
the Government that he has directed the Gov-
ernor of Fokien to make investigation as to the
amount of capital of the Japanese and German
syndicates which are seeking to obtain conces-
sions for the construction of a railway between
Wuchang and Foochow. He has also told the
Governor to ascertain what bearing the railway
is likely to have on the opening of various
mines.

The motor-car to which we referred in yes-
terday's issue it seems to be followed by others,
so that we may soon expect to have them as a
regular part of the street traffic in Hongkong.
Mr. Ard. Levy of Levy Horwases, the agents
for the motor, writes to say also that what
was referred to as a breakdown opposite Hong-
kong Hotel was not such, but that the vehicle
was waiting there previous to the driver and
himself going for a run. The Chinese gentleman
who owns it certainly has not taken long to
become adept in the driving of the car.

The Japanese journal *Yorodai* has a sensa-
tional story about a rumour which is said to be
prevalent in Hiroshima, Kure, and neighbour-
ing districts of Japan, about a second looting
scandal which is to be brought to light shortly.
It is said some of the military officers during
the war in North China secured gold bars to
the value of four million yen, as a result of
pillage, and that the treasure is now hidden
somewhere near Kure. We, of course, do not
know the true phase of the matter, says the
Yorodai, but the rumour has got such a strong
hold that it is impossible to suppress it.

Recently, at Jebeu, says the *Malay Mail*, a
gang of robbers held up the house of a rich
Chinese leper, an old resident of Jebeu. The
police arrived on the scene just as the robbers
were making off with plunder to the value of
over \$10,000, besides a considerable amount of
jewelry, and shot down three of their number.
The Negri Sembilan police subsequently made
several arrests and traced the rest of the gang
to Brogo, on the Selangor boundary, along
which a close watch was kept by the Selangor
police, with the result that three more of the
culprits were arrested by Inspector Legras at
different places between Semenyih and Ulu
Langat.

The second annual Hongkong Diocesan
Choral Festival will take place this afternoon
in St. John's Cathedral. The chorus, which
consists of members of the choir of this Cath-
edral and S. Peter's Church, has been well
trained under the able direction of Mr. A. G.
Ward, who will conduct. Mr. G. Grimble
will be at the organ, and the soprano soloist
will be Mrs. Mudie. The pieces selected
consist of Sullivan's beautiful hymn "O
Gladstone Light" from *The Golden Legend*;
the solo and chorus "Hear my Prayer," and
the cantata *Land of Zion* (Mendelssohn). The
processional hymn will be Sullivan's "Onward,
Christian Soldiers," and as a recessional the
organist will play "The War March of the
Priests" from Mendelssohn's *Athalie*. Admis-
sion will be free, and the order of service con-
taining the words of the cantata and choruses
will be provided. The offertory will be devoted
to the choir fund.

At a Savage Club dinner in London last
month, Sir Harry Johnston, replying to the
toast of "Our Guest" said that one of his first
African banquets was in a wild part of West
Africa. He was a very timid guest, because he
had been hauled out of his canoe on the Upper
Cross River, and his porters were imprisoned.
It was a feast "in honour of ancestors," and he
was told that the dinner to some extent con-
sisted of the ancestors themselves. He asked
about the composition of one rather agreeably
flavoured dish of red paste, and was told it was
Man! It was made of triturated relative which
had been previously smoked over a fire of
weeds, and had been mixed with palm-oil, red
pepper, and salt. Having consumed this entre-
meat he became a member of the tribe. His last
African banquet was in very different circum-
stances. It was little more than a year ago.
It was an assembly of blacks, but the menu was
in French, and the feast was certainly cooked
under French influences, so that in this as in
other matters Africa was fast losing its savagery,
and would in time become as tame as much of
this life seemed to him.

In the House of Commons on the 13th
inst. Mr. Macdonald asked the Under Secre-
tary for Foreign Affairs whether any com-
munication had taken place between His
Majesty's Government and any of the foreign
Powers having treaties with China with
reference to the treaty signed by Sir James
Maeky, on behalf of Great Britain, at Shang-
hai, on September 5 last; and if so, would
he state with what result? Lord Cranborne
replied: No communications have yet passed
between His Majesty's Government and foreign
Governments concerned on this subject. Under
Article 11 of the final Protocol of Peking of
September 7, 1901, the Chinese Government
have undertaken to negotiate amended Treaties
of Commerce and Navigation with the various
foreign Powers, and the consent of those Powers
to the provisions of the British treaty would
naturally form part of such negotiations.

The shareholders of the Peking Syndicate
last month received an intimation to the effect
that while progress can be said, in fact, to
be being reported, there is nothing to tell so
pronounced as to make a meeting imperative at
the moment. It is shown that the work of
creating a railway from the Chingwa coal
fields to Taokou on the Wei River is steadily
advancing, under favourable conditions, the
latest being the fact that the Company benefits,
in its labour department, by the heavy fall in
silver. The sinking of a shaft on the Chingwa
coal fields is also well in hand, and the colliery
machinery is on its way to the mine. There
can be little doubt that when the Syndicate's
scheme is in thorough operation it will sensibly
relieve the economic strain upon the Chinaman
and conceivably play an important part in
industrial development on the great plain of
China, writes a home contemporary. We shall
not be surprised if, eighteen months hence or
thereabouts, the Peking Syndicate is once more
found cutting a considerable figure in the City.

Before Sir Lionel Cox, Chief Justice, at
Singapore on the 8th inst., Alfredo de Lucchi,
was brought up for sentence on the charge of
forging a cheque for \$9,350 on the Hongkong
Bank, in the name of Messrs. Pertile & Co. The
Chief Justice said: "Alfredo de Lucchi, you
have pleaded guilty to the crime of forgery.
That is a very great offence for which the law
provides the penalty of penal servitude for life.
It will therefore be in my power to send you to
prison for the rest of your life. I have how-
ever considered what was urged on your behalf
by your counsel and also what you yourself said,
and whilst I cannot admit that all you said
tends to extenuate your crime, I have found
sufficient grounds for not inflicting a severe
punishment upon you, and even to a large
extent to be merciful; and the sentence I am
going to pass is the lightest under the circum-
stances I can pass, and that is that you be
imprisoned for 18 months, simple imprison-
ment." An order was made for the handing
over of the property in connection with the
case to the Hongkong and Shanghai Bank.

An already reported telegraphically, one
result of M. de Witte's recent journey is the
authoritative decision that Port Arthur will
henceforth be wholly and entirely a fortification;
the station of the main railway line is to be
removed to some distance away from its present
position near the military works, and no ships
of war will be admitted into the port for the
future. The commercial port is to be Dalay,
to which the main line of the Manchurian or
Chinese Eastern Railway will be diverted; the
present main line running to Port Arthur
serving merely as a branch line for the use of
the Government. According to the *Vest-
ochygie Obozrenye*, Port Arthur, owing to its
practical isolation from the Chinese hinterland,
and to other causes, has already come to be
regarded by the naval and military services as
a miserably monotonous place of exile. The
great majority of the Russian business firms
first established in Port Arthur have already
been removed, or are removing, to Dalay, the
future centre of Russo-Chinese trade. It is
noteworthy that, whilst this change has been
effected in the commercial status of Dalay,
Russian naval and military strategists are
beginning to discredit the importance and
value previously attached to Port Arthur as a
Far Eastern naval base. One or two expert
authorities go so far as to advise the Russian
Government to follow the vacillatory example
of the British at Weihaiwei.

The *Straits Times* in its Netherlands India
note says that the doubts of the titular Sultan
of Acheen's death have been justified by news
that a letter from him has been received by the
Governor of Acheen. In this letter the Sultan
has offered his submission. The Governor of
Acheen has gone to meet him. The Sultan is
supposed to have been discouraged by ceaseless
pursuit and by the capture of his wives, includ-
ing the favourite with her son. The secret of her
hiding place was betrayed to a passing patrol.
Many so-called well-disposed Acheenese have
rendered the Netherlands forces good service in
this way. These very services have largely con-
tributed to the ill-success of the Netherlands
in Acheen. The friends find themselves in a
difficult position among their fellows, from
failure of the Government to protect them
afterwards. The troops in the field are too few
to form an army of occupation. A detachment
which had overcome a hostile band through the
information given by friends has too often to
move away in search of the enemy elsewhere,
thereby leaving the friends to their fate. The
friends cannot protect themselves from their
having been disarmed by the Government
along with the disaffected Acheenese. Hence
they find themselves at the mercy of the evil-
disposed. Among the Acheenese generally, this
holds good chiefly in the distant coast states.
Mistrust has thereby been aroused both as to
the power of the Hollanders and as to their
good faith.

Mr. Roosegnarde Biscop, who is now in
Holland, has been appointed chief agent at
Hongkong of the Java-Japan steam navigation
line.

The Bangkok Races began on the 6th inst.
On the 2nd the garden party at the
Saranrom Gardens, in honour of the birthdays
of the Queen and Crown Prince, was held.

H.M.S.S. *Glory*, *Talbot*, *Cressy*, and *Alacrity*
were due at Singapore on the 11th inst. The
Glory was expected to stay at Singapore for a
while, as the *Argonaut* was to go down to
Batavia.

A Pahang correspondent of the *Malay Mail*
is responsible for the rumour that the Silencing
Mines have been purchased by a London com-
pany and will shortly be reopened. A manager,
engineer, and staff are now on their way out.

The *China Times* learns from an authoritative
source that negotiations for the purchase of
the China Merchants' Steam Navigation Co.
by the Chinese Government have been broken
off and the project abandoned. Powerful
influences were brought to bear to prevent the
sale, which would probably not have conduced
to the good fortune of the company.

The *Penang Gazette* writes:—Old residents
of Penang will be sorry to hear of the death of
Rev. John Walker, who was Colonial Chaplain
here from 1879 to 1884. After leaving the
Straits he went to Canada, but finding that the
climate did not suit him, returned to England
and settled down as rector of Berwick, in
Sussex, where he succumbed on the 4th
December from cancer.

The fall of the dollar has told adversely on
the Java sugar trade. Large quantities of that
article used to be exported from there to China.
Dealers at Soerabaya now hardly buy up any
sugar, owing to the decline in dollar rates, not-
withstanding the fact that quotations for the
article outside Java are firm and advancing.
The losses from the steady fall in silver are so
great that they prefer not to run risks in the
China market.

The *Manila Times* gives particulars of a
leper-town to be founded shortly in the Philip-
pines. All lepers there will be deported to
Culion, an islet in the middle of the group
south-west of the island of Mindoro. The site
for the leper-town has already been marked out.
Marriages between the leper settlers will be for-
bidden. The lepers will be allowed home rule
and will be given land for cultivation. The
lepers in the islands are estimated to number
ten thousand.

A Seoul telegram of the 3rd January says:—
With reference to the Russian offer of a loan to
Corea, the Minister of the Imperial Household
declares that no agreement has ever been
concluded between the Russian and Korean
Courts. The Russian *Chargé d'Affaires* has
expressed himself in similar terms. It is,
however, believed that an agreement has in
effect been concluded. The Korean Court and
the Foreign Minister at Seoul are watching the
attitude of the Japanese Minister.

It may be remembered that a fraudulent
American by name of Clifford was recently sen-
tenced to a term of imprisonment at Koba. We
see from the Kobe papers that as Clifford was
being conveyed through the town to the Mina-
tagoga gaol, he succeeded in escaping from the
custody of the police. The local *Chronicle*
writes:—If the man has escaped to any of the
ships in the harbour, or is being concealed by
persons who may think he is hardly treated in
being sent to a Japanese prison, it may be pointed
out that Clifford is not deserving of a particle
of sympathy and richly deserves the sentence
passed upon him. Those who can give the
police any information leading to the recapture
of this man, who seems to have worked his way
through the East by fraud, will render a public
service.

The following items are from the *Foochow
Echo* of the 10th January:—There have been two
fires this month. One took place on the 2nd
instant in a village of farm-houses near the
Kuliang Creek, completely destroying it,
together with its stores of grain, straw and
its agricultural implements; the other occurred
on the 8th inst. in the long street lead-
ing from the bridge to the city, near the
halfway tea-house, and in spite of the best
endeavours of the authorities to check the con-
flagration, nearly 100 houses were burnt down
before it could be got under. The two Foochow
griffins sent down for the Amoy Races Meeting
distinguished themselves, *Blancmange* having
won the Haekwan Cup, 1 mile, and *Calibre* the
Chassac Cup, 1½ mile. The usual Monthly
Cup competition of the Foochow Gun Club
took place on Green Island on Wednesday and
resulted in a very close finish. Mr. G. L.
Greig headed the score, and is now the holder
of the Cup for the second time.

H.K.P.F. SHOOTING MATCH.

A meeting was held yesterday at the Central
Police Station to make arrangements for the
annual rifle-shooting match between the
Inspectors of Police and the Sergeants. This
is one of the most enjoyable outings that fall to
the lot of any section of the Force. It is more
of the nature of a picnic than a regular shooting
match. It takes place at Tai Ping Range on
Chinese New Year's Day. There are ten men a-
side and the stipulation is that the losers pay
the day's "damage," which cannot but be consid-
erable when twenty stalwart members lay them-
selves out for a day's enjoyment. A committee
consisting of Inspectors Baker and Robertson,
Sergeants McSwayed and McHardy was
appointed to make the necessary arrangements
for the outing.

TELEGRAMS.

REUTER'S SERVICE.

LONDON, 17th January.

THE JIBUTIL-HARRAR RAILWAY.
France has decided to send a naval force to
the opening ceremony of the Jibutit-Harrar
railway, which King Menelik is expected to
attend.

GERMANY AND RUSSIA.

The German Crown Prince has arrived at
St. Petersburg on a visit to the Tsar.
RUSSIA AND THE DARDANELLES.
One Russian torpedo-boat passed the Dar-
danelles on Tuesday.

MILITARY APPOINTMENTS.

Lieut.-General Lord Grenfell has been
appointed to the command of the 4th Army
Corps, Col. Seobell to command 1st Cavalry
Brigade at Aldershot, and Col. Remington to
the command of the 3rd Cavalry Brigade at
the Carrage.

Sir Charles Mansfield Clarke has been
appointed Governor of Malta.

MR. CHAMBERLAIN IN SOUTH
AFRICA.

Mr. Chamberlain yesterday visited Johan-
nesburg Stock Exchange, where he met with a
tremendous reception. In a speech from the
Rostrum he said he was a child in financial
matters. He had heard that the report of his
assassination had depressed the markets in
certain Continental cities, which he thought
were the last places where such news would
cause any depression.

THE OVERDUE LINER.

The *St. Louis* passed Nantucket yesterday
evening.

THE VISIT OF THE CROWN
PRINCE OF SIAM.

H. R. H. the Crown Prince of Siam spent a
day's sight-seeing yesterday in Hongkong,
accompanied by H. E. the Governor and party.
Among the places visited were the Hongkong
and Shanghai Bank, the Tung Wah Hospital,
the Queen's College and the Docks. In the
evening there was a dance at Government
House.

FOOTBALL.

In the first round of the Challenge Shield a
match was played yesterday afternoon at Happy
Valley between "B" Co. and "E" Co. of the
Sherwood Foresters, and ended in favour of
"B" Co. by one goal to nil. The game was
played in a drizzling rain and there were few
spectators. Play was not of a high order of
quality, though both teams have several good
individual men in their ranks. Combination
was weak on both sides.

This afternoon on the Happy Valley the
Hongkong Football Club "A" team will play
H.M.S. *Rambling*. Kick-off at 4.15 p.m. The
following will play for the Club:—
Barnes, goal; Worcester and Rosewood, backs;
Davies, Hanson, and Gibson, halves; Lemarch-
and, Bennett, Sayer, Anderson, and Robertson
forwards.

CRICKET.

20TH CO. A.O.C. v. ROYAL ENGINEERS.
This match played at Happy Valley on Satur-
day, resulted in a victory for the former by 37
runs. Appended are the scores:—

20TH CO. A.O.C.		ROYAL ENGINEERS.	
Jillywhite, c. Tillman, b. Bowyer	3	Midrum, c. Burgess, b. Cook	1
Rutter, c. Jackson, b. Bowyer	10	Tillman, c. Cook, b. Bowyer	7
Hanser, c. and b. Bowyer	19	Jackson, b. Bradford	2
Burgess, not out	14	Bowyer, c. Cook, b. Midrum	9
Heron, b. Midrum	8	Jewsbury, b. Bradford	7
Cook, run out	2	Barratt, run out	2
McGibbon, b. Bowyer	1	Palmer, run out	22
Wolley, c. Jackson, b. Midrum	2	Graber, c. Skinner, b. Cook	4
Bromley, c. Jewsbury, b. Palmer	11	Gould, not out	1
Bradford, c. and b. Bowyer	5	Shufflebottom, run out	0
Laakbrook, c. Palmer, b. Bowyer	3	Blaber, c. Skinner	0
Extras	7	Extras	2
Total	85	Total	43

LATEST STEAMER MOVEMENTS.

The M.M. steamer *Oceanic*, with the next
French mail, left Singapore yesterday, at 6 a.m.,
for this port via Saigon.

The P.M. steamer *City of Peking*, with mails,
&c., left Yokohama on the 18th inst., for usual
ports of call and Hongkong.

The Imperial German mail steamer *Stuttgart*,
carrying the German mails with dates from
Berlin of the 23rd ult., left Singapore on the
19th inst., at 10 a.m., and may be expected here
on the 24th inst., a.m.

The C.P.R. steamer *Empress of China* arrived
at Nagasaki at 9 a.m. on the 19th inst., and left
again at 5 p.m. same day for Kobe, where she is
due to arrive at 9 p.m., to-day.

The N.Y.K. steamer *Kyogoshima Maru* (Bon-
bay Line) left Singapore for this port on the
17th inst., p.m., and is expected here on the
23rd inst.

The N.Y.K. steamer *Kasuga Maru* (Austra-
lian Line) left Manila for this port on the 18th
inst., a.m., and is expected here to-day.

NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, &c., should be addressed to the Editor, Daily Press, only, and special business matters to the Manager.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermand.

Orders for extra copies of DAILY PRESS should be sent before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash.

Telegraphic Address: Press, Codes: A.B.C., 5th Ed. Lieber's.

P.O. Box, 33, Telephone No. 12.

NEW ADVERTISEMENTS
GRAND BENEFIT.

MONDAY, 26TH JAN., 1903.

DRAMATIC AND MUSICAL RECITAL

IN AID OF
THE SAILORS' AND SOLDIERS' INSTITUTE, KOWLOON.

Mrs. AINSWORTH, a Graduate of the Boston (U.S.A.) School of Oratory, has volunteered to give EIGHT RECITATIONS, embracing Dramatic, Heroic, and Humorous.

Mrs. AINSWORTH will be assisted by some of the best Musical Talent of Hongkong.

Doors Open at 8 P.M. Performance from 8.30 to 11 P.M.

Prices: \$1 and \$2. Tickets on Sale at SAILORS' AND SOLDIERS' INSTITUTE, Kowloon, and ROBINSON PIANO CO. Hongkong, 20th January, 1903. [305]

WANTED.

CLERK WANTED with knowledge of shorthand and typewriting. Apply in writing, stating salary required and previous employment, to

SECRETARY.

Hongkong General Chamber of Commerce, Hongkong, 20th January, 1903. [301]

TO LET (FURNISHED).

From 1st May, 1903.

"CLAVADEL," at PEAK with TENNIS COURT.

Apply to—

Linstead & Davis.

Hongkong, 20th January, 1903. [306]

PUBLIC AUCTION.

THE Undersigned has received instructions to sell by Public Auction, FOR ACCOUNT OF THE CONCERNED, TO-MORROW (WEDNESDAY), the 21st JANUARY, 1903, at 2.30 P.M., at their SALES ROOMS, No. 8, Des Voeux Road, Corner of Ice House Street,

A NUMBER OF CLASSICAL AND SCIENTIFIC BOOKS, NOVELS, MAGAZINES, &c. &c.

Catalogues will be issued. Terms—As usual.

HUGHES & HOUGH.

Auctioneers. Hongkong, 20th January, 1903. [302]

PUBLIC AUCTION.

THE Undersigned has received instructions to sell by Public Auction, FOR ACCOUNT OF THE CONCERNED, on SATURDAY, the 24th JANUARY, 1903, at 2.30 P.M., at their SALES ROOMS, No. 8, Des Voeux Road, Corner of Ice House Street,

SUNDRY HOUSEHOLD FURNITURE, Comprising—

TEAKWOOD WARDROBES with BEVELLED GLASS, OVERMANTELS, BOOK CASE, TEAKWOOD DINING TABLE, MARBLE TOP WASHSTANDS, PICTURES, SINGLE and DOUBLE IRON BEDSTEPS, VIENNA CHAIRS, IRON and BRASS FENDERS, DRESSING TABLES with BEVELLED GLASS, E. P. WARE, CARPETS, RUGS, &c. &c.

Also

Two COTTAGE PIANOS; and

Two RICKSHAWS.

Terms—Cash.

HUGHES & HOUGH.

Auctioneers. Hongkong, 20th January, 1903. [303]

ALTERATION.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW.

THE Company's Steamship

"HAILONG,"

Captain Gibson, will be dispatched for the above ports TO-MORROW, the 21st inst., at NOON.

For Freight or Passage, apply to

DOUGLAS LAFAIR & CO.,

General Managers.

Hongkong, 20th January, 1903. [299]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Company's Steamship

"LAISANG,"

having arrived from the above ports. Consignees of cargo by her are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge or remaining on board after 4 P.M. to 2 1/2 inst., will be landed at Consignee's risk and expense into Godowns at EAST POINT.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by

JARDINE, MATHESON & CO.,

General Managers.

Hongkong, 19th January, 1903. [295]

OCEAN STEAMSHIP COMPANY, LIMITED.

CONSIGNEES per Company's Steamship

"PYRRHUS"

are hereby notified that the Cargo is being discharged into Craft and/or landed at the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., in both cases it will lie at Consignee's risk. The Cargo will be ready for delivery from Craft or Godown on and after the 20th inst.

Optional Cargo will be landed, unless notice has been given prior to steamer's arrival.

Goods undelivered after the 26th inst. will be subject to rent. All damaged Goods must be left in the Godowns, where they will be examined at 11 A.M. on the 26th inst.

No Fire Insurance has been effected.

BUTTERFIELD & SWIRE,

Agents.

Hongkong, 19th January, 1903. [10]

NEW ADVERTISEMENTS

VICTORIA PRECEPTORY AND PRIORY.

A REGULAR MEETING of the VICTORIA PRECEPTORY and PRIORY will be held at the FREEMASONS' HALL, on MONDAY, the 20th inst., at 8.30 for 9 P.M. precisely. Visiting Sir Knights are cordially invited to attend.

Hongkong, 20th January, 1903. [300]

S. JOHN'S CATHEDRAL.

THE ANNUAL MEETING of SEAT-HOLDERS and SUBSCRIBERS will be held on TUESDAY, the 27th JANUARY, at 4.30 P.M., in ST. PAUL'S COLLEGE.

ALFRED BRYER.

Hon. Secretary.

Hongkong, 20th January, 1903. [304]

THE KOWLOON LAND AND BUILDING COMPANY, LIMITED.

NOTICE IS HEREBY GIVEN that the FOURTEENTH ORDINARY MEETING of SHAREHOLDERS in this Company will be held at the COMPANY'S OFFICES, Victoria Buildings, on MONDAY, the 2nd FEBRUARY, 1903, at 12 o'clock Noon, for the purpose of receiving the Report of the Directors together with Statement of Accounts for the year ending 31st December, 1902.

The REGISTER of SHARES of the Company will be CLOSED on SATURDAY, the 24th JANUARY, to MONDAY, the 2nd FEBRUARY (both days inclusive), during which period no Transfer of Shares can be Registered.

A. SHELTON HOOPER.

Secretary to the

Hongkong Land Investment and Agency Company, Limited.

General Agents for The Kowloon Land and Building Company, Limited.

Hongkong, 20th January, 1903. [307]

IMPERIAL GERMAN MAIL LINE.

FOR SHANGHAI, NAGASAKI, HIOGO AND YOKOHAMA.

THE Imperial German Mail Steamship

"STUTTGART,"

of the NORDDEUTSCHER LLOYD.

Captain P. Gensch, due here with the outward German Mail about SATURDAY, the 24th inst., A.M., will leave for the above places about 24 hours after arrival.

NORDDEUTSCHER LLOYD.

For further Particulars, apply to

MELCHERS & CO.,

Agents.

Hongkong, 20th January, 1903. [15]

BROWN, JONES & CO.

MONUMENTAL AND ORNAMENTAL MASONS.

Have on View and for Sale at their

Marble Yard,

Statuary Figures, Angels, alongside Crosses, Obelisks, Columns, Rustic and Plain Crosses and Headstones; also

AMERICAN MARBLE

Crosses, Columns and Headstones; and

ABERDEEN GRANITE

Crosses and Headstones

For adults and children's graves.

CEMETERY MEMORIALS

made to any design in Italian and American

Marble and Hongkong Grey and Blue Granite.

Special attention paid to

LETTERING in ANY STYLE OR

LANGUAGE

in imperishable lead, lead cement, gold, or black.

All work and material guaranteed to be the best and most durable.

Prices to suit the times.

Designs on application.

Orders from outports carefully and promptly executed.

Office—No. 17A, Queen's Road Central, 1st Floor. Marble Yard—No. 18, Morrison Hill Road, Hongkong.

Hongkong, 9th January, 1903. [3462]

H. F. CARMICHAEL

CONSULTING ENGINEER,

SURVEYOR AND CONTRACTOR,

QUEEN'S BUILDINGS.

TELEGRAMS: "CARMICHAEL," HONGKONG.

A. B. C. Code, 4th Edition

A. 1 Code.

Lieber's Standard Code.

TELEPHONE, 232.

Hongkong, 20th December, 1902. [3440]

ASK FOR

CORONATION CUP.

A most delightful beverage just produced by a well-known firm in Manchester.

VI-KOLA.

A draught of this stimulating refresher brings on quickly a sense of vitality and buoyancy that makes life worth living.

STONE GINGER BEER.

A celebrated beverage filled in Patent Codd-neck bottles as to avoid structural contamination of any kind, which the earthen bottles could not prevent, being decorated in their interior surface with a net-work of dirt, &c., through "scamping" of common workmen, especially Chinese.

Apply to—

THE ROYAL BRATED WATER MANUFACTORY OFFICE,

Telephone 307;

Depot—Ice House Street, Telephone 374.

11—2 F. P. DANENBERG, Manager

AUCTION

PRELIMINARY NOTICE.

THE Undersigned has received instructions to sell by Public Auction,

on SATURDAY, the 31st JANUARY, 1903,

and MONDAY, the 2nd FEBRUARY, 1903,

Each day commencing at 2.30 P.M. at his SALES ROOMS, Duddell Street,

A VERY FINE COLLECTION OF JAPANESE ART CURIOS AND EMBROIDERIES.

(Particulars will be published later.)

GEO. P. LAMMERT,

Auctioneer.

Hongkong, 16th January, 1903. [275]

AUCTIONS

PUBLIC AUCTION.

THE Undersigned has received instructions to sell by Public Auction,

TO-DAY (TUESDAY),

the 20th JANUARY, 1903, at 2.30 P.M., at

No. 59, WYNDHAM STREET,

THE WHOLE OF THE

VALUABLE HOUSEHOLD

FURNITURE,

Comprising—

TAPESTRY and FLUSH-COVERED

DRAWING-ROOM SUITE, EASY

CHAIRS, OCCASIONAL TABLES,

OVERMANTELS, ENGRAVINGS, CAR-

PETS, RUGS, &c.;

TEAK SIDEBOARD, DINING TABLE

CHAIRS, CUTLERY, GLASS and CROCK-

ERY WARE, &c. &c.

DOUBLE BRASS-MOUNTED BED-

STEADS, HALL and HOLTZ WARD-

ROBES, WASHSTANDS, TOILET

TABLES, &c. &c.

Also

One COTTAGE PIANO by Steinway, in

good condition.

On View from Monday, the 19th JANUARY.

Catalogues will be issued.

TERMS—Cash on delivery.

GEO. P. LAMMERT,

Auctioneer.

Hongkong, 15th January, 1903. [258]

PUBLIC AUCTION.

THE Undersigned has received instructions to sell by Public Auction,

TO-MORROW (WEDNESDAY),

the 21st JANUARY, at 4.30 P.M., at KENNEDY'S

STABLES, CAUSEWAY BAY,

A number of

HORSES and CHINA PONIES

(including some of this year's subscription

Griffins).

TERMS—Cash.

HUGHES & HOUGH,

Auctioneers.

Hongkong, 17th January, 1903. [287]

PUBLIC AUCTION.

THE Undersigned has received instructions from D. HASKELL, Esq., to sell by Public Auction,

on THURSDAY,

the 22nd JANUARY, 1903, commencing at

2.30 P.M. sharp, at his Residence "SPERANZA"

(West of the Plantation Road tram station).

THE WHOLE OF HIS

VALUABLE HOUSEHOLD

FURNITURE,

Comprising—

SILK TAPESTRY and FLUSH-COVERED

DRAWING-ROOM SUITE, TEA and

OCCASIONAL TABLES, FENDERS,

TEAK OVERMANTEL, CONSOLE

TABLE with MIRROR, MARBLE

MANTEL CLOCK, HATSTAND, CAR-

PETS, RUGS, LACE CURTAINS, E. P.

BLACKWOOD CABINET and STOOLS,

&c. &c.

FINE TEAK SIDEBOARD with BE-

VELLED MIRROR, DINING TABLE,

DINNER WAGON, DINING CHAIRS,

GLASS, CROCKERY and ELECTRO

WARES, CUTLERY, STAIR CARPET-

ING &c. &c.

DOUBLE and SINGLE WARDROBES

with BEVELLED GLASS DOORS,

BRASS-MOUNTED IRON BEDSTEPS,

TEAK BUREAU with BEVELLED

MIRRORS, MARBLE TOP WASH-

STANDS, BATHROOM and PANTRY

REQUISITES, &c. &c.

One GRAND PIANO by John Broadwood

and Sons, and

One COTTAGE PIANO by John Brins-

mead and Sons (both in excellent condition).

A quantity of PLANTS in POTS, &c.

On View from Wednesday, the 21st inst.

Catalogues will be issued.

TERMS—Cash on delivery.

GEO. P. LAMMERT,

Auctioneer.

Hongkong, 16th January, 1903. [273]

PUBLIC AUCTION.

THE Undersigned has received instructions to sell by Public Auction,

on FRIDAY,

the 23rd JANUARY, at 2.30 P.M., at his SALES

ROOMS, Duddell Street.

FOR ACCOUNT OF THE CONCERNED;

A QUANTITY OF

VALUABLE HOUSEHOLD

FURNITURE,

Comprising—

Two DRAWING-ROOM SUITES (RED

FLUSH-COVERED and TAPESTRY

COVERED), OVERMANTELS, TEAK

BOOKCASE, WRITING DESK, LACE

CURTAINS, &c.

PUBLIC COMPANIES

THE WEST POINT BUILDING COMPANY, LIMITED.

NOTICE IS HEREBY GIVEN that the FORTY-SEVENTH ORDINARY MEETING of SHAREHOLDERS in this Company will be held at the COMPANY'S OFFICES, Victoria Buildings, on MONDAY, the 26th JANUARY, 1933, at 11.45 o'clock A.M. for the purpose of receiving the Report of the Directors together with Statement of Accounts for the year ending 31st December, 1932.

The REGISTER of SHARES of the Company will be CLOSED from SATURDAY, the 17th JANUARY, to MONDAY, the 26th JANUARY (both days inclusive), during which period no Transfer of Shares can be registered.

By Order of the Board of Directors,
A. SHELTON HOOPER,
Secretary.

Hongkong Land Investment and Agency Company, Limited,
Company Agents for
The West Point Building Co., Ltd.
Hongkong, 7th January, 1933. [192]

THE HONGKONG LAND INVESTMENT AND AGENCY COMPANY, LIMITED.

NOTICE IS HEREBY GIVEN that the FIFTEENTH ORDINARY MEETING of SHAREHOLDERS in this Company will be held at the COMPANY'S OFFICES, Victoria Buildings, on MONDAY, the 26th JANUARY, 1933, at 12 o'clock Noon, for the purpose of receiving the Report of the Directors together with Statement of Accounts for the year ending 31st December, 1932.

The REGISTER of SHARES of the Company will be CLOSED from SATURDAY, the 17th JANUARY, to MONDAY, the 26th JANUARY (both days inclusive), during which period no Transfer of Shares can be registered.

By Order of the Board of Directors,
A. SHELTON HOOPER,
Secretary.

Hongkong, 7th January, 1933. [193]

THE HONGKONG LAND RECLAMATION COMPANY, LIMITED.

NOTICE IS HEREBY GIVEN that the SECOND ORDINARY MEETING of SHAREHOLDERS in this Company will be held at the COMPANY'S OFFICE, Victoria Buildings, on MONDAY, the 26th JANUARY, 1933, at 12.30 o'clock P.M. for the purpose of receiving the Report of the Directors, together with a Statement of Accounts for the period ending 31st December, 1932.

The REGISTER of SHARES of the Company will be CLOSED from MONDAY, the 19th January to MONDAY, the 26th January (both days inclusive) during which period no Transfer of Shares can be registered.

By Order of the Board of Directors,
MOWBRAY S. NORTHCOTE,
Secretary.

Hongkong, 13th January, 1933. [207]

HONGKONG, CANTON AND MACAO STEAMBOAT COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS. THE SEVENTY-THIRD ORDINARY MEETING of SHAREHOLDERS in this Company will be held at the OFFICE of the Company, No. 18, Bank Buildings, Queen's Road Central, on SATURDAY, the 7th FEBRUARY, at 12 o'clock Noon, for the purpose of receiving a Report of the Directors, together with a Statement of Accounts, declaring a Dividend, and electing Auditors.

The TRANSFER BOOKS of the Company will be CLOSED from the 24th of JANUARY to the 7th FEBRUARY, inclusive.

By Order of the Board of Directors,
T. ARNOLD,
Secretary.

Hongkong, 17th January, 1933. [201]

HONGKONG, CANTON AND MACAO STEAMBOAT COMPANY, LIMITED.

NOTICE IS HEREBY GIVEN that an EXTRAORDINARY GENERAL MEETING of the HONGKONG, CANTON AND MACAO STEAMBOAT COMPANY, LIMITED, will be held at the COMPANY'S OFFICES in Bank Buildings, Victoria, Hongkong, on SATURDAY, the 7th FEBRUARY, 1933, at 12.15 o'clock P.M. or so soon as the Ordinary Half-Yearly Meeting to be held at 12 o'clock Noon on that day shall be concluded, when the proposed Resolution will be proposed. Should the Resolution be passed by the required majority it will be submitted for confirmation as a Special Resolution to a Second Extraordinary Meeting which will be subsequently convened.

PROPOSED RESOLUTION. That the Articles of Association be altered in manner following—

(a) In Article (7) the word "nine" shall be substituted for the word "seven".

(b) In Article (8) the words "nine thousand" shall be substituted for the words "seven thousand".

By Order of the Board of Directors,
T. ARNOLD,
Secretary.

Hongkong, 17th January, 1933. [202]

THE PUNJON MINING COMPANY, LIMITED.

NOTICE IS HEREBY GIVEN that at a Meeting of the Board of Directors of the Company, held at the Company's Office, No. 13, Beaconsfield Arcade, Victoria, Hongkong, on Monday, the 5th day of January, 1933, the following Resolution was passed—

"That in pursuance of the Special Resolution passed on the 11th day of November, 1932, and confirmed on the 27th day of November, 1932, a Call of Fifty Cents per Share be made upon all holders of Ordinary Shares in the above Company, and the same is hereby made. Such Call to be paid to the Hongkong and Shanghai Banking Corporation, at their Premises, Queen's Road Central, Victoria, Hongkong, on or before the 9th day of February, 1933."

AND NOTICE IS ALSO GIVEN that in accordance with Article 24 of the Company's Articles of Association, interest at the rate of 5 1/2 per centum per annum will be charged upon all Calls remaining unpaid after the 9th day of February, 1933, up to the actual dates of payment of the same.

Shareholders are requested to note that, upon presentation at the Office of the Company of the Bankers' Receipt for payment of the Call, and surrender of existing Certificates of Shares pertaining thereto, new Share Certificates will be issued bearing an endorsement of the payment of the said Call.

By Order of the Board of Directors,
W. KERFOOT HUGHES,
Secretary.

Hongkong, 6th January, 1933. [175]

[ALL RIGHTS RESERVED.]

SPORT AND ANECDOTE.

BY AN OLD FOGEY.

THE LEAGUE TOURNAMENT.

Of course, when I speak of "The League," I mean the Football League, and as the original organisation of its kind in Great Britain this federation is surely entitled to the prefix of the definite article. Despite all other attractions the programme of this body is the staple fare of football enthusiasts for the greater part of the eight months season, although the National Cup is sure to be talked about now that the draw for the first round of the great "sudden death" joust is public property. Still it is a far cry to the first Saturday in February, when the ties in the opening stage will be decided. Meantime let us just take a glance at two League games. As the sporting prophets say: "my original selections"—West Bromwich Albion and Derby County—are still first and second. They figured in two sensational matches last Saturday, for West Bromwich went to Everton and became acquainted with grief, the Goodison Park combination, which is led by Tom Booth, actually winning by 3-1. It is curious that the Albion should proceed on the even tenor of their way from Oct. 11, when they were beaten on their own ground 2-1 by Liverpool, until Dec. 13, when they should fall before the latter's great rivals and near neighbours. And yet strange as the result may seem this is football form, for on this same enclosure on Sept. 27 Everton defeated Liverpool 3-1. Therefore the conquerors of the Anfield club ought to be capable of lowering the colours of the Albion. Between the two reverses it is worthy of note that the "Throstles" had earned 15 points out of a possible 16, and these points are as many as Everton have secured in the season. But for quite two months Everton have been severely handicapped this winter by the enforced absence of James Settle, the International, who has been troubled by a bad knee. Settle is a grand footballer, for in little space he can do more with the ball than any man I know, he can sprint off at full speed at a second's notice, and can shoot like an artist—the rarest accomplishment of all in these days where one is seriously driven to think of the wisdom of widening the goal to assist erring feet. But with Settle back and a speedy re-arranged forward line, Everton were in really fine form, and on the day quite a superior side to West Bromwich, who were quite nonplussed by the ground.

With the front there was none underneath the surface, and with the rain there was mud and greasy patches on the top. Hopelessly did the Albion full backs and goalkeeper flounder, and both the half-backs and forwards were quite upset. Notts County, Liverpool, and Everton are the only teams who have conquered the Albion, and they deserve all the praise and all the points they can get for these victories. Nevertheless, my confidence in the Albion as a powerful team is in no wise shaken. On the results book one could make out that Derby County ought to beat Sheffield Wednesday—and yet everybody was surprised. Look you, Derby accounted for Sheffield United by 1-0. The United overthrew the Wednesday at Owlerton by 1-0. Therefore Derby must assert their supremacy at the expense of the Wednesday—and they did, by 1-0 too. This is a logical syllogism, and yet most people expected the warriors known by the name of Wednesday to prevail. The club, I may parenthetically remark, is simply styled Wednesday because when it was formed all the matches were played on that day—and these were cricket, not football, contests. In the early part of last century there were Wednesday, Thursday, and Saturday clubs. Well, the Wednesday club is now a Saturday club. At the close of last week I could not help thinking they ought to have routed Derby County, for they pressed enough and had scoring chance enough for three goals. But Fryer kept a marvellous eye and a sure hand on the ball. Some of his saves at short range were brilliant. Tom Fryer is erratic, but on his day he is a very fine custodian. Now, while he is invincible, the Derby forwards did some determined advances, and from one of them Yorke, the ex-Reading youth, did the trick, and won the match by applying his head to the ball at the precise moment to beat Lyall as he was endeavouring to intercept a centre from Middleton. This was bad luck for the Wednesday keeper. Whoever may be at the top of the League, there is no doubt who will be at the bottom, for Grimsby and Bolton Wanderers have stuck fast in the slough of despair, and can never be rescued. Perhaps they are teams which can best be spared, for they are not great "drawing" teams. Grimsby, moreover, is a very out-of-the-way corner, and in Lancashire there are quite enough League teams when all is said and done, and the matter is looked at dispassionately.

THE UNIVERSITY RUGBY MATCH. Owing to a reason which I am quite at a loss to explain, Rugby Union football is far more powerful at all the universities in these islands than the association code. The only explanation that occurs to me is that "Soccer" is looked upon as quite a plebeian game by some superior people, while "Rugger" is the patrician pastime. However this may be, it looks not to discuss, but there was a very aristocratic assembly at the Queen's Club, West Kensington, last Saturday, to see the annual encounter between the men of Oxford and Cambridge under the handling code. I use the word "encounter" advisedly, for they neither give nor ask for quarter. The goals quality of mercy is not known to the Light and Dark Blues on the battlefield, and if the Harvard-Yale rushes under the American adaptation of Rugby are much severer, then must the youths of the great Republic be wonderful fellows to stand it at all. But what I do like to see about these Oxford and Cambridge matches is the fervid zeal of both sides. Their loyalty to *Alma Mater* is magnificent, their indifference to hard knocks and pain sublime, and their perfect control of their temper in a dreadful struggle an object lesson to men in all branches of sport. D. R. Bedell-Stivright, the Cambridge captain, was confident that his fifteen would win and R. C. Grellett, the Oxford skipper, was equally certain that his team would prevail. Neither of them was wrong, for the result was a draw—1 goal 1 try (8 points each). Cambridge were, however, the better side, and the way they faced a deficiency of eight points after the interval was evidence of their large heart. I should not like to say they were a pluckier side than Oxford, as the word pluck is generally understood; but they had that moral fibre which did not quail with defeat looming ahead. They threw themselves, heart, soul, and body, into the fray, with the result that they saved themselves and ought to have won. The Cambridge pick was the stronger, and the more dashing, and I cannot help thinking that if all the players had been Englishmen, what a grand international fifteen could have been selected composed of the Cantab eight forwards, the Oxford half-backs and three-quarters, and the Cambridge full-back, Horsley. But alas, alack, and well-a-day, many of them were Scots, and the best of the Cambridge forwards were Scots educated at those grand schools, Loretto, Fettes, and Merchiston. But the match was of great assistance to the English Rugby Union, and after the North and South match to-day (Saturday) we shall have a view of England's first international fifteen for the match with Wales. The Welshman was sorely distressed over the accident to Gwynn Nicholls, their great captain, who had the misfortune to break his collarbone in the match between Blackheath and Cardiff last Saturday, and his loss will be irreparable.

BETTER BOWLING AND FINER FIELDING WANTED. The captains have made another recommendation to the committee of the Marylebone club; and as practical cricketers, who are always participating in the game, we ought not to dismiss their idea lightly. They passed a resolution, on the motion of Mr. Gregor McGregor, seconded by Mr. Charles B. Fry, that the wicket should be widened an inch by the thickening of the three stumps, so that instead of being eight inches broad the wicket would be nine inches. Originally, the wicket consisted of two upright pieces of wood, with a stick laid across the top. In 1705 we know that the stumps were picked 22 yards apart, but they were only about one foot high, and anything between 1ft. and 2ft. wide. Between the stumps there was a hole, and if the wicket-keeper could get the ball from a fielder and place it in this hole before the batsman running home could ground his bat in this hollow he was out. But the wicket-keeper's hands were so often bruised that the popping crease was invented. Seventy years later it is known that the height of the stumps was raised to 18 inches, and the width reduced to six inches, while there was no crosspiece. About 1780 the crosspiece was added, but very soon afterwards—1781—we find a third stump and then a crosspiece at the top, their height then being 22 inches and the breadth 6 inches. In 1814 the stumps were 26 inches high, and the width 8 inches, while there was one ball across the three stumps. So soon as 1817 the height was taken to 27 inches, but the eight inches in width was unaltered. From that distant date, so fragrant of Wellington and Waterloo memories, there has been no change save that the ball has been divided into two parts, and the fall of one is sufficient to terminate a man's innings. At present I have quite an open mind on the widening of the wicket, but I confess to a conservatism which instinctively causes me to object to any alteration whatever in the stumps, to the lessening of the width of the bat, and to augmenting or lightening the weight of the ball. I feel that the game which has been good enough for my fathers for nearly a century is good enough for me. It may be said that by this assertion I show myself an enemy of all change and a regular old stick-in-the-mud. But why has this innovation been broached, and that not by bowlers, but by two batsmen? Undoubtedly because there is too much heavy scoring and too many drawn games. The widened wicket is prompted by the sporting idea to give the bowlers a better chance and to finish matches. The motive does honour to the captains, but personally I do not believe any such thickening of stumps will have much effect. The great needs of this cricketing age are natural wickets, good bowling, and accurate fielding. The M.C.C. have already discontinued the preparation of artificial wickets, and this has yet to have its full force. We do not want to make the art of bowling easier, because if we once begin tinkering in this way where shall we stop? If our bowlers will only cultivate length and use good-bye to mechanical and haphazard pitching, and if our fielders will only practice catching and take a fair percentage of the

chances they receive, I do not think there will be any need to worry about long scores and drawn games. What we want is not measures, but men. Kind reader, just closely read the reports of next summer, as reliable accounts as you can get, and see how many batsmen hit a hundred without giving a palpable, a real, and not a fictitious catch. Then see if the wickets want widening. I do not think the small change projected would make any alteration at all.

THE COMMANDING GAME.

This is not a note on Kriegspiel, or war tactics. Nor has my story aught in common with military matters, unless the calculating and gentle art of billiards be considered in the curriculum of a young officer. I know how deeply most of us are interested in the board of green cloth during the long winter nights, and I desire to tell you of a personal experience which introduced me to a variation of the standard game quite beyond my previous knowledge. "Live and learn" is a familiar proverb as applicable to our sports and pastimes as to the observant in any other sphere. Well, I strolled into the club of which I am a member the other evening, when a curious incident took place. Young Mr. Toothpick, a swell who is a nice fellow, but not a great cricketer, eyed the amateur champion, who is our king, and at last Mr. Toothpick addressed the ex-champion, Mr. Greynechalk thus:—"Look here, old fellow, I've never had a game with you, and I should so like to." Now our crick may not be modest, but he is an enthusiast who never objects to coaching poorer players. So he replied, "Well, Mr. Toothpick, I'll play you on one condition. That I give you 50 in a hundred and allow you to name which ball I shall play at for every stroke." "Done. Delighted," said Toothpick, and so they set to work amid the keen gaze and curiosity of a goodly gathering. Mr. Greynechalk had, despite his impressively brilliant abilities, overhauled himself, and he was beaten by a few points. Now I had never seen a game played on these lines before, and I understand this is known as "The Commanding Game," for your opponent nominates your object ball. You have no choice in the matter, and it is the severest form of handicapping that I know, much harder than giving a man an eight or ten break.

TO BRING MEN OF UNEQUAL MERIT TOGETHER. I was quite fascinated with the ex-champion's exhibition, and I thought to myself that during the daytime, when the club is deserted, I will try this mode of practice with Mr. Knowise, whom I play with. It is my g-n-eral plan to give Knowise 50 in 100 while I also owe 50, so that really I have to score 3 to 1 all the time to win a game. So I proposed to give my young friend 30, and allow him to name the ball I should play at. I lost, and gradually reduced the points as I could never win, until at last I said that we must start on level terms whenever we tried the Commanding Game. The other evening I won my first 100 up under these rules. It was a severe struggle all the way, but I gave Knowise the go-by at 87, and won by 13. Now I am not writing of my own experiences for any small glorification. Amateur billiard-players have rarely much to brag about. But I think these incidents go to prove that this is the very best game for an advanced player and a beginner, learner, or a duffer to play. No matter what points one gives, the rapid scoring and the advance of the skilled cueist has a moral effect upon his weaker opponent, who is often discouraged, disorganised, overwhelmed and apt to think he will never play a "decent game." But if you allow the poorer player to deprive you of every easy shot, if you permit him to always give you the most difficult game, to ask you to hit a ball which is covered up or "snookered," to insist when you are "in hand" that you shall not aim at the one ball out of bank, but at the other, which is behind the line, he must see the fearful struggle to secure points, and he must note the intimate knowledge of angles and the use of cushions you possess. He glories in the difficulties of the playing ball for every stroke makes the young billiardist a close student of various positions all through the game, and exercises his thinking faculties as well as your own. In this game one is allowed to "pot" one opponent's ball, and then have high jinks with the red alone, that is, if you possess the skill to play for position. All circumstances considered, I deem the Commanding Game the finest possible practice for two players whose merits are so unequal as to be really difficult of adjustment. I shall certainly pursue the practice with my friend Mr. Knowise, and I thank Mr. Greynechalk for his object lesson.

London, 20th December.

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Hongkong, 19th January, 1933. [294]

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Hongkong, 19th January, 1933. [295]

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VESSELS ADVERTISED AS LOADING.

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections, commencing from Green Island. Vessels anchoring nearest Kowloon are marked 1, nearest Hongkong, 2, midway between Hongkong and Kowloon, and those vessels berthed at the Kowloon Wharf are marked 3, together with the number denoting the section.

1. From Green Island to the Harbour Master's.
2. From Harbour Master's to Blake Pier.

3. From Blake Pier to Naval Yard.
4. From Naval Yard to East Point.

DESTINATION	VESSEL'S NAME	FLAG & REG.	DEPTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON	ANTENOR	Brit. str.	—	C. F. Lockton, R.N.R.	BUTTERFIELD & SWIRE	To-day.
LONDON & ANTWERP, via SINGAPORE, &c.	CANTON	Brit. str.	—	C. L. Daniel	P. & O. S. N. Co.	To-day, at 5 P.M.
LONDON & ANTWERP, via SINGAPORE, &c.	CHUSAN	Brit. str.	—	C. L. Daniel	P. & O. S. N. Co.	On 31st inst., at Noon.
LONDON & ANTWERP, via SINGAPORE, &c.	TELEMACHUS	Brit. str.	—	C. L. Daniel	BUTTERFIELD & SWIRE	On 8th February.
LONDON & ANTWERP, via SINGAPORE, &c.	PROMETHEUS	Brit. str.	—	C. L. Daniel	BUTTERFIELD & SWIRE	On 17th February.
LONDON & ANTWERP, via SINGAPORE, &c.	DIOMEDES	Brit. str.	—	C. L. Daniel	BUTTERFIELD & SWIRE	On 3rd March.
LONDON & ANTWERP, via SINGAPORE, &c.	TYDEUS	Brit. str.	—	C. L. Daniel	BUTTERFIELD & SWIRE	On 24th inst.
LONDON & ANTWERP, via SINGAPORE, &c.	DARDANUS	Brit. str.	—	C. L. Daniel	BUTTERFIELD & SWIRE	On 20th February.
LIVERPOOL	BINGO MARU	Jap. str.	—	F. Davies	NIPPON YUSEN KAISHA	On 24th inst., at Daylight.
MARSHALLS, LONDON & ANTWERP, via SINGAPORE, &c.	CALEDONIAN	Freem. str.	—	Romes	MESSAGERIES MARITIMES	On 25th inst., at 1 P.M.
MARSHALLS, LONDON & ANTWERP, via SINGAPORE, &c.	TAMBA MARU	Jap. str.	—	J. W. Wale	NIPPON YUSEN KAISHA	On 7th Feb., at Daylight.
MARSHALLS, LONDON & ANTWERP, via SINGAPORE, &c.	PERKINS	Brit. str.	—	G. Danneberg	BUTTERFIELD & SWIRE	On 30th February.
BREMEN, via PORTS OF CALL.	PRINCESS IRENE	Ger. str.	3 m.	Jaburg	MELCHERS & CO.	To-morrow, at Noon.
HAVRE & HAMBURG	NUNENBERG	Ger. str.	—	Duckstein	HAMBURG-AMERIKA LINIE	To-day.
HAVRE & HAMBURG	WURZBURG	Ger. str.	—	v. Binzer	HAMBURG-AMERIKA LINIE	On 3rd February.
HAVRE & HAMBURG	C. FRED. LAEISZ	Ger. str.	—	Fuchs	HAMBURG-AMERIKA LINIE	On 10th February.
HAVRE & HAMBURG	BAMBERG	Ger. str.	—	Kirchner	HAMBURG-AMERIKA LINIE	On 20th February.
HAVRE & HAMBURG	ANDALUSIA	Ger. str.	—	von Doehren	HAMBURG-AMERIKA LINIE	On 10th March.
GENOA & LONDON	BENLEBI	Brit. str.	—	Clark	GIBB, LIVINGSTON & CO.	On or about 2nd February.
TRIESTE, &c., via SINGAPORE, &c.	SILESIA	Aus. str.	—	Ghezzo	SANDBER, WIELER & CO.	To-day, P.M.
TRIESTE, &c., via SINGAPORE, &c.	TIROL	Aus. str.	—	Bretfeld	SANDBER, WIELER & CO.	On 27th inst., P.M.
NEW YORK, via PORTS & SUEZ CANAL	HINDUSTAN	Brit. str.	—	Esterbrook	DODWELL & CO., LTD.	About 4th February.
NEW YORK, via PORTS & SUEZ CANAL	INDRADO	Brit. str.	—	D. Morris	JARVIS, TONES & CO.	On 35th inst., at Noon.
NEW YORK, via PORTS & SUEZ CANAL	GIBRALTAR	Brit. str.	—	D. Morris	JARVIS, TONES & CO.	On 15th February.
VANCOUVER, via SHANGHAI, &c.	EMPEROR OF INDIA	Brit. str.	2 m.	F. G. Purington	CANADIAN PACIFIC R. CO.	On 11th February, at Noon.
VANCOUVER, via SHANGHAI, &c.	EMPEROR OF INDIA	Brit. str.	2 m.	F. G. Purington	CANADIAN PACIFIC R. CO.	On 25th February.
VICTORIA (B.C.) & TACOMA, via JAPAN	PERKINS	Brit. str.	—	F. G. Purington	DODWELL & CO., LIMITED	On 7th February.
VICTORIA (B.C.) & TACOMA, via JAPAN	PERKINS	Brit. str.	—	F. G. Purington	DODWELL & CO., LIMITED	On 24th inst.
VICTORIA (B.C.) & TACOMA, via JAPAN	KAGA MARU	Jap. str.	—	G. Ande sou	NIPPON YUSEN KAISHA	On 27th inst., at 4 P.M.
VICTORIA (B.C.) & TACOMA, via JAPAN	INDRAVELLI	Brit. str.	2 m.	W. C. Craven	PORTLAND & ASIATIC S.S. CO.	On 25th inst.
PORTLAND, OREGON	TAIWAN	Brit. str.	—	W. B. Brown	BUTTERFIELD & SWIRE	To-day.
AUSTRALIAN PORTS	YAWATA MARU	Jap. str.	—	A. E. Moses	NIPPON YUSEN KAISHA	On 30th inst., at 4 P.M.
AUSTRALIAN PORTS	YAWATA MARU	Jap. str.	—	A. E. Moses	NIPPON YUSEN KAISHA	On 5th February, at Noon.
AUSTRALIAN PORTS	YAWATA MARU	Jap. str.	—	A. E. Moses	NIPPON YUSEN KAISHA	On or about 27th inst.
YOKOHAMA, via SHANGHAI, WEIHAWEI &c.	FORMOSA	Brit. str.	—	C. L. W. Field	P. & O. S. N. Co.	On or about 1st February.
YOKOHAMA, via SHANGHAI, WEIHAWEI &c.	YOKOHAMA	Brit. str.	—	C. L. W. Field	P. & O. S. N. Co.	On 30th inst., at Noon.
KOBE & YOKOHAMA	KAGOSHIMA MARU	Jap. str.	—	K. Kori	NIPPON YUSEN KAISHA	On 23rd inst., at Noon.
KOBE & YOKOHAMA	KAGOSHIMA MARU	Jap. str.	—	K. Kori	NIPPON YUSEN KAISHA	On 24th inst., at Noon.
NAGASAKI, KOBE & YOKOHAMA	AWA MARU	Jap. str.	—	H. Fraser	BUTTERFIELD & SWIRE	On 24th inst., A.M.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	SHUTOMATE	Ger. str.	—	P. Grosch	MELCHERS & CO.	On 25th inst.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	DAIJI MARU	Jap. str.	1 m.	T. W. Groves	OSAKA SHOSHEN KAISHA	To-morrow.
TAMPOUN, via SWATOW & AMOY	MAIDZU MARU	Jap. str.	1 m.	T. Saito	OSAKA SHOSHEN KAISHA	To-morrow.
TAMPOUN, via SWATOW & AMOY	ASIMO MARU	Jap. str.	1 m.	I. Goto	OSAKA SHOSHEN KAISHA	To-morrow.
POOCHOW, via SWATOW & AMOY	HAIRONG	Brit. str.	—	Gibson	DOUGLAS LAFRANK & CO.	To-morrow, at Noon.
CEBU & ILOILO	KAIFONG	Brit. str.	2 m.	Gibson	BUTTERFIELD & SWIRE	To-morrow.
MANILA	TAIWAN	Brit. str.	—	Gibson	BUTTERFIELD & SWIRE	To-day.
MANILA	SUNOKIANG	Brit. str.	—	R. Rodger	BUTTERFIELD & SWIRE	On 22nd inst.
MANILA DIRECT	ZAFIRO	Brit. str.	—	R. Rodger	SHEWAN, TOMES & CO.	On 23rd inst., at Noon.
MANILA	ROHILLA MARU	Jap. str.	2 m.	E. P. Bishop	TOYO KISEN KAISHA	On 24th inst., at Noon.
MANILA	YUENSANG	Brit. str.	—	E. P. Bishop	JARVIS, TONES & CO.	On 25th inst., at 4 P.M.
MANILA DIRECT	RUBI	Brit. str.	2 m.	E. P. Bishop	SHEWAN, TOMES & CO.	On 25th inst., at Noon.
SINGAPORE & BOMBAY, via COLOMBO	PEKIN	Brit. str.	—	C. E. Longdon, R.N.R.	P. & O. S. N. Co.	On or about 24th inst.
BOMBAY, via SINGAPORE & COLOMBO	HIROSHIMA MARU	Jap. str.	—	J. Nagao	NIPPON YUSEN KAISHA	On 27th inst., at Noon.

SHIPPING.

ARRIVALS.

Jan. 18. CANTON, British str., 1,110, W. D. Lawrence, Chief and Weihsai 14th Jan. General.—JARDINE, MATTHEWSON & CO.
Jan. 18. CHINDRA, British str., 2,467, R. Cox, Samrang 14th Jan. General.—JARDINE, MATTHEWSON & CO.
Jan. 18. HAILONG, British str., 783, Gibson, Amoy 17th Jan. General.—DOUGLAS LAFRANK & CO.
Jan. 18. HAILONG, French steamer, 874, Bisaradi, Haiphong 16th Jan. Rice.—MESSAGERIES MARITIMES.
Jan. 18. JACOB DICKERICHSEN, German str., 621, B. Olsen, Tientsin 11th Jan. General.—JENSEN & CO.
Jan. 18. PYRRIUS, British str., 2,281, Rorison, Liverpool and Singapore 11th Jan. General.—BUTTERFIELD & SWIRE.
Jan. 18. VICTORIA, Swedish str., 981, Hellberg, Straits and Hothow 17th Jan. General.—ONDRY.
Jan. 18. YUENSANG, British str., 887, J. McCoy, Hongkong 14th Jan. Coal.—JARDINE, MATTHEWSON & CO.
Jan. 19. HAILONG, French str., 877, Anderson, Hothow 15th Jan. General.—A. R. M. RY.
Jan. 19. MAUSING, British str., 1,611, Welsh, San Juan 12th Jan. General.—JARDINE, MATTHEWSON & CO.
Jan. 19. PROMETHEUS, Norwegian str., 1,023, H. Lersbysen, Moji 13th Jan. Coal.—BUTTERFIELD & SWIRE.
Jan. 19. SUNGIAN, British str., 1,021, Oster, Manila 10th Jan. General.—BUTTERFIELD & SWIRE.
Jan. 19. YANKEE, British str., 4,149, H. L. Allen, Port Said 12th Dec. General.—BUTTERFIELD & SWIRE.
Jan. 19. ZAFIRO, British str., 1,611, R. Rodger, Manila 16th Jan. General.—SHEWAN, TOMES & CO.

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Emma Leyden, German str., for Saigon.
Hend, French str., for Hothow.
Hopang, British str., for Canton.
Loyal, German str., for Bangkok.
Nani, German str., for Singapore.
Pyrrhus, British str., for Shanghai.
Rajaburi, German str., for Swatow.
Rovell, Maru, Japanese str., for Manila.
Tsinan, British str., for Moji.
Whampoa, British str., for Canton.

DEPARTURES.

18th January.
AUSTRIA, American str., for Yokohama.
HAICHING, British str., for Swatow.
WAKAMATSU MARU, Japanese str., for Moji.
19th January.
Cassius, German str., for Karatza.
Eli's Nossach, German str., for Canton.
Horsano, British str., for Canton.
Pyrrhus, British str., for Shanghai.
Rajaburi, German str., for Swatow.
Rovell, Maru, Japanese str., for Manila.
Tsinan, British str., for Moji.
Whampoa, British str., for Canton.

VESSELS IN DOCK.

17th January.
AFRERDEN DOCKS.—Diamond, Hermann.
K. W. DOCKS.—H.M.S. Vestal, Chongfa, K. nahan, Yuenang, Kaifong, H.A.G.M.S. Iltis, Nippon Maru, Loyal.
COSMOPOLITAN DOCK.—Brami, Triton, Roman.

SHIPPING REPORTS.

The British steamer Zafiro, from Manila 16th Jan., had fine weather, light moon and smooth sea throughout.
The British steamer Sunghing, from Manila 16th Jan., had fine weather, light moon and smooth sea throughout.
The British steamer Canton, from Chefoo and Weihsai 14th Jan., had light northerly winds, moderate sea and fine, clear weather throughout.

VESSELS ON THE BERTH

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.
STEAM FOR FIUME AND TRIESTE (DIRECT), Calling at SINGAPORE, PENANG, RANGOON, COLOMBO, ADEN, SUEZ AND PORT SAID.
(Taking Cargo at through rates to the BRAZIL, to SOUTH AFRICA, RED SEA, BLACK SEA, LEVANT, YENICE and ADRIATIC PORTS.)
THE Company's Steamship
"SILESIA"
Captain Ghezzo, will be despatched at above TO-DAY, the 20th inst., P.M.
This Steamer has Capital Accommodation for Passengers, Electric Light, and carries a Doctor.
For information as to Passage and Freight, apply to
SANDER, WIELER & CO., Agents, Prince's Buildings, Hongkong, 9th January, 1913.

TOYO KISEN KAISHA.
(ORIENTAL S.S. CO.)
REGULAR SERVICE BETWEEN HONGKONG AND MANILA, IN 48 HOURS.
THE Company's well-known Steamship
"ROHILLA MARU"
3,869 Tons, Captain E. P. Bishop, will be despatched for MANILA on FRIDAY, the 23rd inst., at Noon.
To be followed by the "ROSETTA MARU" on the 29th inst.
Magnificent Accommodation, Comfortable Cabins, Excellent Table, Unrivalled Speed, Electric Light, Doctor and Stewardess included.
For Freight or Passage, apply at the Company's Office, 3, Queen's Building, Ice House Street.

K. NAKASHIMA, Manager.
Hongkong, 20th January, 1913.
THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.
STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.
THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICAN PORTS.
THE Steamship
"CHUSAN"
Captain C. L. Daniel, carrying His Majesty's Mails, will be despatched from this Port for Bombay, on SATURDAY, the 31st January, at Noon, taking passengers and cargo for the above ports.
Silk and Valuables, all cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other cargo for London, &c., will be conveyed via Bombay with transhipment.
Passengers will be received at this Office until 4 P.M. the day before sailing. The contents and value of all packages are required.
Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.
For further particulars, apply to
E. A. HEWETT, Superintendent.
Hongkong, 19th January, 1913.

CANADIAN PACIFIC RAILWAY CO.'S ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN, AND EUROPE, VIA CANADA AND THE UNITED STATES.
CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.

SAFETY.	SPEED.	PUNCTUALITY.
"Empress" Twin Screw Steamships—6,000 Tons—10,000 Horse-Power—Speed 19 knots.		
SAVING THREE TO SEVEN DAYS ACROSS THE PACIFIC.		
PROPOSED SAILINGS FROM HONGKONG. (SUBJECT TO ALTERATION).		
R.M.S. "EMPEROR OF INDIA" ... 6,000 Tons.		WEDNESDAY, 11th Feb.
R.M.S. "TARTAR" ... 4,425 Tons.		WEDNESDAY, 25th Feb.
R.M.S. "EMPEROR OF JAPAN" ... 6,000 Tons.		WEDNESDAY, 11th Mar.
R.M.S. "ATHENIAN" ... 3,882 Tons.		WEDNESDAY, 18th Mar.
R.M.S. "EMPEROR OF CHINA" ... 6,000 Tons.		WEDNESDAY, 1st April
R.M.S. "EMPEROR OF INDIA" ... 6,000 Tons.		WEDNESDAY, 22nd April
R.M.S. "TARTAR" ... 4,425 Tons.		WEDNESDAY, 6th May
R.M.S. "EMPEROR OF JAPAN" ... 6,000 Tons.		WEDNESDAY, 13th May
R.M.S. "ATHENIAN" ... 3,882 Tons.		WEDNESDAY, 27th May

THE magnificent TWIN-SCREW "EMPEROR" STEAMSHIPS of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA to VANCOUVER (B.C.) in 12 DAYS ("TARTAR" and "ATHENIAN" 14 DAYS), saving THREE DAYS to a WEEK in the Trans-Pacific journey and make connection at Vancouver with the PALATIAL OVERLAND TRAINS of the CANADIAN PACIFIC RAILWAY, which leave daily and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates. Good for 4, 6, 9, and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of this Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURIANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS AND MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unequalled.

For further information, Maps, Guides, Books, Rates of Passage and Freight, apply to
D. E. BROWN, General Agent, Pedder Street.

NORTHERN PACIFIC STEAMSHIP CO. BOSTON STEAMSHIP COMPANY.

BOSTON TOW-BOAT COMPANY.

PROPOSED SAILINGS FROM HONGKONG, VIA SHANGHAI, INLAND SEA OF JAPAN, KOBE AND YOKOHAMA.

FOR VICTORIA, B.C., AND TACOMA, IN CONNECTION WITH NORTHERN PACIFIC RAILWAY COMPANY.

Steamer.	Captain.	Tons.	Sailing Date.
* PLEIADES	F. G. Purington	3,743	February 7th
* SHAWMUT	W. M. Smith	9,606	February 17th

Steamers marked * have no passenger accommodation.

THE attention of Passengers is directed to the very cheap rates offered by this Line to the PACIFIC COAST and to the INTERIOR and EASTERN CITIES of the UNITED STATES and to EUROPE.

Special rates allowed to members of Government Services.
Through Bills of Lading issued to Pacific Coast Points and to the Principal Cities in the United States and Canada.

For further information as to Freight or Passage, apply to
DODWELL & COMPANY, LIMITED, GENERAL AGENTS.
Hongkong, 15th January, 1913.

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL ON	REMARKS.
LONDON and ANTWERP, via SINGAPORE, PENANG, COLOMBO, PORT SAID and	CANTON ... C. F. Lockton, R.N.R.	5 P.M., 20th January	Freight or Passage.
SINGAPORE and BOMBAY, via COLOMBO	PEKIN ... C. L. Longdon, R.N.R.	About 24th January	Freight only.
YOKOHAMA, via SHANGHAI, HAI WEIHAWEI, MOJI, NAGASAKI and KOBE (Passing through the Inland Sea)	FORMOSA ... H. H. W. Snow	About 27th January	Freight or Passage.
LONDON, &c.	CHUSAN ... C. L. Daniel	Noon, 31st January	See Special Advertisement.
YOKOHAMA, via SHANGHAI, HAI WEIHAWEI, MOJI, NAGASAKI, KOBE AND KOBE (Passing through the Inland Sea)	MALTA ... C. L. W. Field	About 1st February	Freight or Passage.

PASSENGER SEASON 1913.
For MARSEILLES, PLYMOUTH and LONDON DIRECT ... MALTA ... 6,064 Tons ... 29th March.
WITHOUT TRANSSHIPMENT.
For further Particulars, apply to
E. A. HEWETT, Superintendent.
Hongkong, 17th January, 1913.

HAMBURG-AMERIKA LINIE. NORDDEUTSCHER LLOYD. OSTASIATISCHER FRACHTDAMPFER DIENST.

Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS in the LEVANT, BLACK SEA and BALTIC PORTS, NORTH and SOUTH AMERICAN PORTS.

PROPOSED SAILINGS FROM HONGKONG. SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
NUERNBERG	HAVRE and HAMBURG (Calling at Singapore and Penang)	On 20th Jan. Freight.
AMBERIA	HAVRE and HAMBURG (Calling at Singapore)	On 3rd Feb. Freight.
WURZBURG	HAVRE and HAMBURG (Calling at Singapore and Colombo)	On 10th Feb. Freight & Passengers.
C. FRED. LAEISZ	HAVRE and HAMBURG (Calling at Singapore and Penang)	On 26th Feb. Freight.
BAMBERG	HAVRE and HAMBURG (Calling at Singapore and Colombo)	On 10th Mar. Freight.
ANDALUSIA	HAVRE and HAMBURG (Calling at Singapore and Penang)	On 19th Mar. Freight.

For Further Particulars, apply to
HAMBURG-AMERIKA LINIE, HONGKONG OFFICE, QUEEN'S BUILDINGS, No. 1.

PORTLAND & ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG via MOJI, KOBE AND YOKOHAMA FOR OREGON RAILROAD & NAVIGATION CO.

STEAMERS.	TONS.	CAPTAIN.	TO SAIL ON
"INDRAPURA"	4,899	W. C. Craven	January 25, 1913
"INDRAPURA"	4,899	A. E. Hollingworth	February 25, 1913
"INDRAPURA"	5,197	R. P. Craven	March 16, 1913

Through Bills of Lading issued to Pacific Coast Points and all Eastern, Canadian and United States Ports. For through rates of Freight and further information, communicate with or apply to
ALLAN CAMERON, GENERAL AGENT.
Hongkong, 13th January, 1913.

IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD. HAMBURG-AMERIKA LINIE. STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN, HAMBURG, PORTS IN THE LEVANT, BLACK SEA and BALTIC PORTS; ALSO LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON AND SOUTH AMERICAN PORTS.

STEAMERS WILL CALL AT GIBRALTAR and SOUTHAMPTON TO LAND PASSENGERS.

N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	SAILING DATES.
PRINCESS IRENE	WEDNESDAY ... 21st Jan. 1913.
+ DARMSTADT	WEDNESDAY ... 4th Feb. 1913.
+ STUTTGART	WEDNESDAY ... 18th Feb. 1913.
+ PREUSSEN	WEDNESDAY ... 4th Mar. 1913.
+ HAMBURG	WEDNESDAY ... 18th Mar. 1913.
+ PRINZ HEINRICH	WEDNESDAY ... 1st April 1913.
+ SACHSEN	WEDNESDAY ... 15th April 1913.
+ KLAUSCHOU	WEDNESDAY ... 29th April 1913.
BAERN	WEDNESDAY ... 13th May 1913.
BOON	WEDNESDAY ... 27th May 1913.
PRINZ REG. LUITPOLD	THURSDAY ... 14th June 1913.

* Steamers of the Hamburg-Amerika Linie. + Calling at Amsterdam.

ON WEDNESDAY, the 21st day of January, 1913, at Noon the Steamship "PRINCESS IRENE" of the NORDDEUTSCHER LLOYD, Captain G. Danneberg, with MAILS, PASSENGERS, SPECIE and CARGO, will leave this Port as above, CALLING AT NAPLES and GENOA.

Shipping Orders will be granted till NOON on MONDAY, the 10th January. Cargo and Specie will be received on Board until 5 P.M. on TUESDAY, the 20th January, and Parcels will be received at the Agency's Office until NOON on TUESDAY, the 20th January.

Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50 and Parcels should not exceed Two Feet Cubic in Measurement.

The Steamer has splendid accommodation, and carries a Doctor and Stewardess.

Linen can be washed on board.

NORDDEUTSCHER LLOYD.

For further Particulars, apply to
MELCHERS & CO. AGENT.
Hongkong, 8th January, 1913.

NIPPON YUSEN KAISHA (THE JAPAN MAIL STEAMSHIP COMPANY)

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

KASUGA MARU	NAGASAKI, KOBE and YOKOHAMA	FRIDAY, 23d Jan.
H. Fraser		at NOON.
BINGO MARU	MARSEILLES, LONDON and ANTWERP, VIA SINGAPORE, PENANG, COLOMBO and PORT SAID.	SATURDAY, 24th Jan
F. Davies		at DAYLIGHT.

OCEAN STEAM SHIP CO., LD.

CHINA MUTUAL STEAM NAVIGATION CO., LD.

JOINT SERVICES.

FORTNIGHTLY SAILINGS FOR LONDON.
MONTHLY SAILINGS FOR LIVERPOOL AND FOR CONTINENT.

OUTWARDS.		STEAMERS	DUE
FROM	GLASGOW and LIVERPOOL.	"PAKING"	On 22nd January.
	GLASGOW and LIVERPOOL.	"DIOMED"	On 28th January.
	GLASGOW and LIVERPOOL.	"CHINGWU"	On 3rd February.
	GLASGOW and LIVERPOOL.	"MACHAON"	On 11th February.
	GLASGOW and LIVERPOOL.	"ACHILLES"	On 18th February.
HOMEWARDS.		STEAMERS	TO SAIL
FOR	LONDON	"ANTENOR"	On 20th January.
	LONDON	"TELEMACHUS"	On 6th February.
	LONDON	"PROMETHEUS"	On 17th February.
	LONDON	"DIOMED"	On 3rd March.
LIVERPOOL BERTH.		STEAMERS	TO SAIL
	(Taking cargo at London Rates.)	"TYDEUS"	On 24th January.
	LIVERPOOL	"DARDANUS"	On 26th February.
CONTINENTAL BERTH.		STEAMERS	TO SAIL
	MARSEILLES and ANTWERP.	"PYRRIUS"	On 26th February.

TRANS-PACIFIC SERVICE.

FOR VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS, via "PAKING" On 24th January.

NAGASAKI, KOBE & YOKOHAMA

The S.S. "ANTENOR" left Shanghai on the 15th inst., a.m., via Foochow, and is due here on the 19th inst.

For Freight, apply to BUTTERFIELD & SWIRE, AGENTS.

Hongkong, 20th January, 1903.

CHINA NAVIGATION CO., LIMITED.

FOR MANILA, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY & MELBOURNE.

CEBU and ILOILO

MANILA

SHANGHAI

The attention of Passengers is directed to the superior accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivalled Table. A duly qualified Surgeon is carried.

Taking Cargo on through bills of lading to all Yangtze and Northern China Ports.

Taking Cargo and Passengers at through rates for all New Zealand Ports and other Australian Ports.

See Special Advertisement.

REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, AGENTS.

Hongkong, 20th January, 1903.

OSAKA SHOSEN KAISHA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS	LEAVING
TAMU, VIA SWATOW	"DAIGI-MARU" SUNDAY, 25th
AND AMOY	T. W. GROVES January
TAMU, VIA SWATOW	"DAIJIN MARU" SUNDAY, 1st
AND AMOY	T. OGATA February
ANPING, VIA SWATOW	"MAIDZURI MARU" WEDNESDAY, 21st
AND AMOY	T. Saito January
FOOCHOW, VIA SWATOW	"ANPING MARU" WEDNESDAY, 28th
AND AMOY	I. Goto January

The Co.'s new Steamers are specially designed for the coast trade of South China and Formosa, and are fitted with all modern improvements. Excellent accommodation is provided for first-class passengers, and a duly qualified doctor is carried.

All Steamers carry the Imperial Japanese Mail, subject to periodical inspection by the Government Marine Surveyors, and are registered the highest class at Lloyd's.

Steamers will go alongside the Co.'s Pontoon at the Customs' water-front premises at Tamsui to land all passengers and cargo.

By the Co.'s steamers for Shanghai, through Bills of Lading are issued for Cargo to Yangtze River Ports, as well as for North China Ports, in connection with the Nippon Yusen Kaisha's steamers from Shanghai.

For Freight, Passage, and further information, apply to Company's local Branch Office at No. 2, Des Vaux Road Central.

Hongkong, 20th January, 1903. T. ARIMA, Manager.

HONGKONG—MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila. Saloon amidships. Electric Light. Perfect Cuisine. Surgeon carried. All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

STEAMSHIP	TONS	CAPTAIN	FOR	SAILING DATE
ZAFIRO	2540	R. Rodger	Manila Direct.	On 23rd Jan., at Noon.
RUBI	2540	R. W. Almond	Manila Direct.	On 28th Jan., at Noon.
DIAMANTE	1980	A. H. Noddy		
PERLA	1980	J. McGinley		

For Freight or Passage, apply to

SHEWAN, TOMES & CO., GENERAL MANAGERS.

Hongkong, 20th January, 1903.

CHINA NAVIGATION CO., LD.

HONGKONG TO SYDNEY AND MELBOURNE VIA USUAL AUSTRALIAN PORTS OF CALL.

AVERAGE LENGTH OF VOYAGE TO SYDNEY 20 DAYS.

Saloon Passengers carried at SPECIALLY REDUCED RATES, particulars of which can be obtained on application to the Undersigned.

NEXT SAILINGS.

"TAIYUAN" ... leaves on 20th January.

"TSINAN" ... " 16th February.

"CHANGSHA" ... " 7th March.

"CHINGFU" ... " 4th April.

Superior accommodation amidships. Electric Light throughout. Fitted with Refrigerators which ensure a fresh supply of Ice and Provisions during the entire voyage. Duly qualified European Surgeons carried.

BUTTERFIELD & SWIRE, AGENTS.

CHINA NAVIGATION CO., LD.

Hongkong, 3rd January, 1903.

UNITED STATES AND CHINA-JAPAN STEAMSHIP LINE.

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship

"INDRADEO."

Captain Easterbrook, will be despatched as above on or about the 10th February.

For Freight, apply to JARDINE, MATHESON & CO., Agents.

Hongkong, 8th January, 1903.

NATAL LINE OF STEAMERS.

THE Undersigned GENERAL AGENTS in CHINA AND JAPAN for the above Line are prepared to issue THROUGH BILLS OF LADING for all the principal ports in SOUTH AFRICA, in connection with INDO-CHINA STEAM NAVIGATION CO.'S fortnightly service; hence to CALCUTTA. Sailings from CALCUTTA for CAPE PORTS every fortnight.

For Freight and further particulars, apply to DODWELL & CO., LIMITED.

General Agents for China and Japan.

Hongkong, 4th August, 1897.

[8]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship

"YUENSANG."

Captain P. H. Rolfe, will be despatched as above on SATURDAY, the 24th inst., at 4 P.M.

This Steamer has superior accommodation for First-class Passengers and is fitted throughout with Electric Light.

For Freight or Passage, apply to JARDINE, MATHESON & CO., General Managers.

Hongkong, 17th January, 1903.

[293]

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS—POSTE FRANCAIS.

NOTICE.

STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, BOMBAY, ADEN, EGYPT, MARSEILLES, MEDITERRANEAN AND BLACK SEA PORTS.

LONDON, HAVRE, BORDEAUX, PORTS OF BRAZIL AND RIVER PLATE.

ON MONDAY, the 23rd January, 1903, at the Company's Steamship

"CALEDONNIEN," Captain Remes, with Mail, Passengers, Specie and Cargo, will leave this Port for MARSEILLES, via BOMBAY.

This Steamer connects at COLOMBO with the s.s. *Armand Bellet*, which vessel takes on her Passengers and Mails, leaving that port on the 7th February, direct to Suez, Port Said and Marseilles.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted till Noon, Cargo will be received on board until 4 P.M.

Specie and Parcels are not to be sent on board; they must be left at the Agency's Office.

Contents and Value of Packages are required.

For further particulars, apply at the Company's Office.

G. DE CHAMPEAUX, Agent.

Hongkong, 14th January, 1903.

[2]

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR RIUME AND TRIESTE (DIRECT).

Calling at SINGAPORE, BOMBAY, KARACHI, ADEN, SUEZ and PORT SAID.

(Taking Cargo at through rates to the BRAZILS, to SOUTH AFRICA, PERSIAN GULF, RED SEA, BLACK SEA, LEVANT, VENICE and ADRIATIC PORTS).

THE Company's Steamship

"TIROL."

Captain Bretfeld, will be despatched as above on "TUE-DAY," the 27th inst., P.M.

The Steamer has capital accommodation for Passengers, Electric Light, and carries a Doctor.

For information as to Passage and Freight, apply to SANDER, WIELER & CO., Agents.

Prinze's Building.

Hongkong, 16th January, 1903.

[3]

"EEN" LINE OF STEAMERS.

FOR GENOA AND LONDON.

THE Steamship

"BENLEDI."

Captain Clark, will be despatched as above on or about 2nd February, 1903.

For Freight or Passage, apply to GIBB, LIVINGSTON & CO., Agents.

Hongkong, 17th January, 1903.

[293]

REGULAR STEAMSHIP SERVICE TO NEW YORK.

VIA PORTS AND SUEZ CANAL.

(WITH LIBERTY TO CALL AT PHILIPPINE PORTS).

PROPOSED SAILINGS FROM HONGKONG, 1903.

"HINDUSTAN" About 4th February.

"SHIMOSA" ... 26th February.

"BRAEMAR" ... 19th March.

For Freight and further information, apply to DODWELL & CO., LD., Agents.

Hongkong, 20th January, 1903.

[2494]

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.

(Calling at Port Darwin, and QUEENSLAND Ports, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.).

THE Steamship

"AUSTRALIAN."

Captain Helms, will be despatched as above on "THURSDAY," the 5th February, at Noon.

This well-known Steamer is specially fitted for Passengers, and has a refrigerating chamber, which ensures the supply of fresh provisions, ice, &c., throughout the voyage.

The Steamer is installed throughout with the electric light.

A stewardess and a duly qualified surgeon are carried.

N.B.—To assure the additional comfort of passenger the Steamers of the Company have electric fans fitted in staterooms.

For Freight or Passage, apply to GIBB, LIVINGSTON & CO., Agents.

Hongkong, 14th January, 1903.

[244]

CHINA NAVIGATION CO., LIMITED.

HONGKONG—MANILA.

REDUCED SALOON PASSAGE MONEY.

SINGLE, \$20; RETURN, \$35.

STEAMERS FITTED THROUGHOUT WITH ELECTRIC LIGHT. FIRST CLASS ACCOMMODATION. UNRIVALLED TABLE. DULY QUALIFIED SURGEON CARRIED.

BUTTERFIELD & SWIRE, AGENTS.

Hongkong, 9th January, 1903.

[208]

AMERICAN ASIA STEAMSHIP COMPANY.

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship

"GIBRALTAR."

Captain D. Morris, will be despatched for the above ports on SUNDAY, the 15th February.

For Freight, apply to SHEWAN, TOMES & CO., General Agents.

Hongkong, 16th January, 1903.

[282]

NOTICES TO CONSIGNEES.

"MOGUL" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

SS. "BRAEMAR," FROM GLASGOW, LIVERPOOL AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, at Kowloon, whence delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before 5 P.M., To-day, 15th inst.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 22nd inst. will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 25th inst., or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 22nd inst., at 3 P.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by DODWELL & CO., LIMITED, Agents.

Hongkong, 15th January, 1903.

[272]

PORTLAND AND ASIATIC STEAMSHIP COMPANY.

NOTICE TO CONSIGNEES.

STEAMSHIP "INDRAVELLI" FROM PORTLAND (OR), YOKOHAMA, KOBE AND MOI.

THE above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature, and to take immediate delivery of their Goods from alongside.

Cargo including the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance will be effected by us in any case whatever.

ALLAN CAMERON, General Agent.

Hongkong, 17th January, 1903.

[14]

NOTICE TO CONSIGNEE.

THE P. & O. S. N. Co.'s Steamer

"COR-MANDEL," FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out Mark by Mark, and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo:—From London, Calcutta, ex s.s. *Arctica*.

From Persian Gulf, ex B. I. S. N. and B. & P. S. N. Co.'s Steamers.

Optional Goods will be landed here unless instructions are given to the contrary before 4 P.M. To-day, 17th inst.

Goods not cleared by the 24th inst., at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignees, and the Company's representative at an appointed hour. All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns.

E. A. HEWETT, Superintendent.

Hongkong, 17th January, 1903.

[1]

"BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "BENGLOE" FROM ANTWERP, LONDON AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., LD., whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods undelivered after the 21st inst. will be subject to rent.

All Claims against the steamer must be presented to the Undersigned on or before the 31st inst., or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 21st inst., at 11 A.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by GIBB, LIVINGSTON & CO., Agents.

Hongkong, 14th January, 1903.

[21]

STEAMSHIP "SALAZIE."

COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE.

CONSIGNEES of Cargo from London and Havre ex s.s. *Sidon*, from Bordeaux ex s.s. *Ville d'Arras* and *Ville Rochefort*, in connection with above steamer, are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risks into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., LD., at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before Noon, To-day, 15th inst., requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned. Goods remaining undelivered after the 21st inst., at 11 A.M., will be subject to rent and landing charges.

All claims must be sent in to me on or before the 21st inst., or they will not be recognized.

All damaged packages will be examined on Wednesday, the 21st inst., at 3 P.M.

No Fire Insurance has been effected.

G. DE CHAMPEAUX, Agent.

Hongkong, 15th January, 1903.

[2]

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

NOTICE TO CONSIGNEES.

FROM YOKOHAMA AND KOBE.

THE Steamship

"SILESIA"

having arrived, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Claims must be sent in to the Office of the Undersigned before Noon, on the 27th of January, or they will not be recognized.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 27th of January will be subject to rent.

Bills of Lading will be countersigned by SANDER, WIELER & CO., Agents.

Hongkong, 17th January, 1903.

[3]

OREGON LUMBER.

THE Undersigned, being closely connected with the LUMBER MILLS at PORTLAND and PUGET SOUND, are always prepared to book orders for any specifications at LOWEST RATES.

SIEMSEN & CO., Agents.

Hongkong, 14th February, 1901.

[8]

NOTICE TO SUBSCRIBERS.

I BEG to notify that on and after the 1st JANUARY, 1903, the SUBSCRIPTION to the "HONGKONG DAILY PRESS" will be as follows:—

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Hongkong, 9th December, 1902.

[3302]

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